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COUNTRY Poland

REPORT

SUBJECT The Paris Commune Ship and Repair
Yard in Gdynia (*Naval Shipyard of Gdynia;*
Maintenance; Works; Security; Works;
Shortage of Tools and Engineering
Instrumentation)

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SUBJECT EVALUATIONS ARE DISSENT. APPROVAL OF COUNTRY IS TENTATIVE.

[Redacted]

Shipyard in Gdynia.

report and a sketch on the Paris Commune

[Redacted]

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~~SHIPYARD AND NAVAL SHIPREPAIR AND CONSTRUCTION ACTIVITIES IN POLAND~~

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13 December 1958

Information on Stocznia Komuny Paryskiej shipyard,

Gd, in and naval vessels under repair or construction

there. [REDACTED]

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Accompanying this report is a sketch, with explanation of symbols, of Stocznia Komuny Paryskiej, Gdynia.

Orders on hand from the Polish Navy have increased continuously since the fall of 1956. During 1957 and 1958 the largest job for the Polish Navy has been the repair of the destroyer BLYSKAWICA. This destroyer has been thoroughly rebuilt. The plates have been replaced on almost the entire hull; the bow and stern sections, which were rust-eaten, have been completely rebuilt. Scrapping the vessel was considered because of its condition and the weakness of its construction. After it has been repaired, however, the vessel is to be utilized as a training ship.

New motors are to be installed in the BLYSKAWICA. Since the turbines of the vessel were removed in 1957, it has been found impossible to reinstall them, Poland having no experts on such matters. Experts from Germany considered the cost of reinstalling the turbines too great.

In the fall of 1958, the installation of new guns and torpedo tubes, furnished by the USSR, began on the BLYSKAWICA.

The submarine SEP is no longer fit for active duty. At present, the SEP is to a certain extent used as a training vessel, but can no longer be used for diving exercises. The compressor aggregate is not functioning. In May 1957, following repairs, the SEP made a trial run to Hel, during which a diving attempt was made. The submarine went to a depth of 10 meters off the Hel Peninsula, and almost did not come up again. It surfaced with a heavy list.

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The submarines KRAKOWNIAK, MAZUR, and KULZAWAK, obtained from the USSR, are repaired and inspected at this shipyard.

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The whole shipyard in Gdynia is divided into various areas, among which the workers are not permitted to circulate without special passes. The shipyard guards see to it that the workers do not circulate freely. If a worker is found in an area where he has no work to do and for which he has no pass, he is discharged.

About 4,000 men are employed at the shipyard. The office personnel is very numerous in relation to the number of workers.

The workers are divided into so-called "brigades", consisting of from 4 to 10 men. Each brigade is supervised by a "Brigade Chief" (Mistrz Brygady), whose next in command is called the "Brigadier" (Brygadziasta). The Brigade Chief takes no part in the actual work. His function is to check on the workers and how the work is carried out.

There exists at the yard a very great and severely felt shortage of instruments and tools such as slide rules, micrometers, thread cutting tools, and screws and bolts and monkeywrenches for the motor shop.

The piecework pace is very hard, so that many workers are worn out after 10 or 12 years. The work hours are 0700 to 1500, with a stop for lunch between 1145 and 1200.

The accident rate is very high, due both to insufficient safety measures and carelessness caused by fatigue from overexertion. From the wording of the Polish accident insurance law it is apparent that practically no compensation is paid for absences due to work accidents. The law states that if carelessness was the cause of the accident, and this is ascertained in most cases, the person in question must himself bear all costs.

A mechanic (a diesel motor assembler) receives about 1,400 zloties per month, a brigadier 2,500 zloties, and a brigade chief 3,500 zloties.

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Explanation of Symbols for the Sketch Map of Stepania Koway

Parichej, Gdynia

1. The guard
2. Materials distribution
3. Main stores. Here are found, among other things, propeller axles, bearings, leather, packings, cylinder linings, pumps, and other motor parts.
4. Plate shop
5. Automobile repair shop
6. Galvanizing shop for plate and nuts
7. Industrial guard office. Here passes must be shown. At intervals, but most often on Saturdays, the workers are bodily searched before they are permitted to leave the yard area.
8. Machine shop for production of bearings, axles, pistons, etc.
9. Premises of the council of the enterprise
10. Compressor room, where air is compressed for various divisions.
11. Acetylene storage
12. Heavy plate shop for repair purposes (Kadler Gownia Remontowa)
13. Carpenter shop. Here chairs, tables, and fixtures are made.
14. Fire station. The fire brigade consists of 30 men, and has four fire trucks at its disposal.
15. Infirmary.
16. Bookkeeping office.
17. Carbide stores.
18. Stores of equipment for naval vessels, especially minesweepers. Here are found engines, guns, depth charge guns, and other things.
19. Machine shop for assembling and disassembling motors.
20. High voltage transformer station.
21. Storehouse for leather, plywood, and insulation material.

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22. Vocational school for training of motor assemblers, mechanics, and welders.

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23. The management

24. Heavy plate shop for new ships

25. Pipe shop

26. Foundry

27. Paint storage

28. The yard's own electric power plant. Coke is used as fuel.

29. Steel storage. Plate, beams, and frame members.

30. Industrial guards

31. Floating crane, capacity 100 tons.

32. Launching ways. The yard has only one of these, but it can be extended. Launchings always take place sideways.

33-5. Cranes. Capacity 6 tons (the cranes are from the German occupation).

34. WOP Wojsko Ochrony Pogranicza, Frontier Defense Forces station, on a sandbank in the sea outside the shipyard.

35. Crane, capacity 6 tons

36. " " "

37. " " "

40. " " "

41. " " "

42. " " "

43. " " "

44. Floating dock. Used for submarines only.

45. Floating dock, for freighters of about 4,000 tons, destroyers, etc.

Motor torpedo boats are always taken into the dock several at a time and placed side by side crosswise of the dock.

46. Two cranes, each of 4.5 tons capacity.

47. Construction ways for new ships. When ships are ready for launching, they are "shoved" over onto the launching ways, No. 32 in the sketch, and launched sideways.

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48. Here new ships are fitted out and receive, first and foremost, their auxiliary machinery.

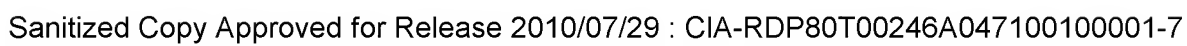
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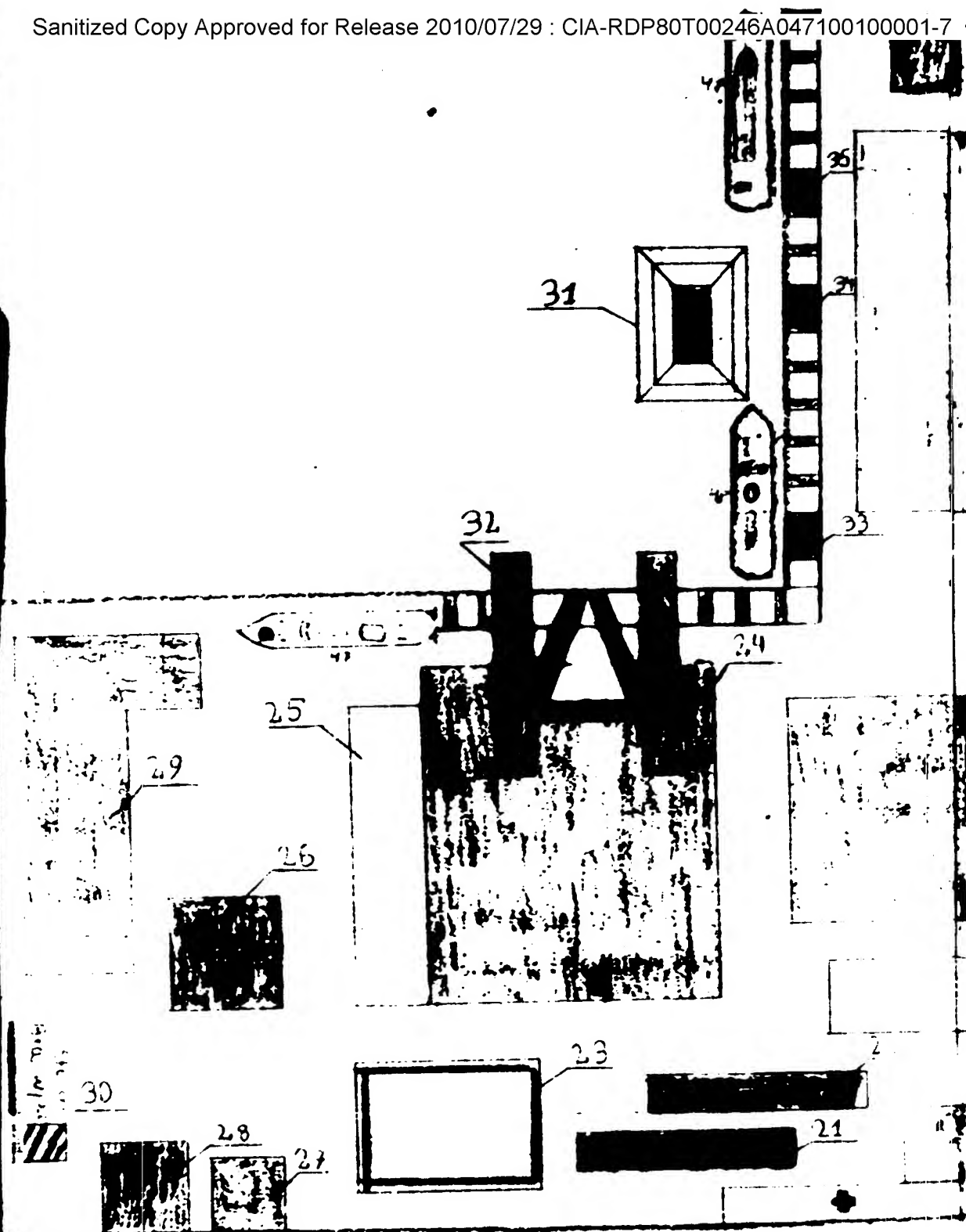
No tanks or deposits for liquid fuels are found within the area of the Odynia shipyard.

In the large floating dock, No. 44 in the sketch, Soviet naval vessels are also repaired. This applies especially in the case of engine trouble, but in most cases these vessels go to the naval shipyard in Okeysie.

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SHIPYARD AND NAVAL REPAIR AND CONSTRUCTION ACTIVITY IN GDYNIA

18 December 1958 Information on Stocznia Komuny Pariskej shipyard,
Gdynia and naval vessels under repair or construction
there. 


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Accompanying this report is a sketch, with explanation of symbols, of
Stocznia Komuny Pariskej, Gdynia.

Orders on hand from the Polish Navy have increased continuously since
the fall of 1956. During 1957 and 1958 the largest job for the Polish
Navy has been the repair of the destroyer BLYSKAWICA. This destroyer has
been thoroughly rebuilt. The plates have been replaced on almost the
entire hull; the bow and stern sections, which were rust-eaten, have been
completely rebuilt. Scrapping the vessel was considered because of its
condition and the weakness of its construction. After it has been repaired,
however, the vessel is to be utilized as a training ship.

Diesel motors are to be installed in the BLYSKAWICA. Since the turbines
of the vessel were removed in 1957, it has been found impossible to reinstall
them, Poland having no experts on such matters. Experts from Germany con-
sidered the cost of reinstalling the turbines too great.

In the fall of 1958, the installation of new guns and torpedo tubes,
furnished by the USSR, began on the BLYSKAWICA.

The submarine SEP is no longer fit for active duty. At present, the
SEP is to a certain extent used as a training vessel, but can no longer be
used for diving exercises. The compressor aggregate is not functioning.
In May 1957, following repairs, the SEP made a trial run to Hel, during
which a diving attempt was made. The submarine went to a depth of 10 meters
off the Hel Peninsula, and almost did not come up again. It surfaced with
a heavy list.

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The submarines KRAKOWNIAK, MAZUR, and KULJAWAK, obtained from the USSR, are repaired and inspected at this shipyard.

The whole shipyard in Gdynia is divided into various areas, among which the workers are not permitted to circulate without special passes. The shipyard guards see to it that the workers do not circulate freely. If a worker is found in an area where he has no work to do and for which he has no pass, he is discharged.

About 4,000 men are employed at the shipyard. The office personnel is very numerous in relation to the number of workers.

The workers are divided into so-called "brigades", consisting of from 4 to 10 men. Each brigade is supervised by a "Brigade Chief" (Mistrz Brygady), whose next in command is called the "Brigadier" (Brygadzysta). The Brigade Chief takes no part in the actual work. His function is to check on the workers and how the work is carried out.

There exists at the yard a very great and severely felt shortage of instruments and tools such as slide rules, micrometers, thread cutting tools, and screws and bolts and monkeywrenches for the motor shop.

The piecework pace is very hard, so that many workers are worn out after 10 or 12 years. The work hours are 0700 to 1500, with a stop for lunch between 1145 and 1200.

The accident rate is very high, due both to insufficient safety measures and carelessness caused by fatigue from overexertion. From the wording of the Polish accident insurance law it is apparent that practically no compensation is paid for absences due to work accidents. The law states that if carelessness was the cause of the accident, and this is ascertained in most cases, the person in question must himself bear all costs.

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SECRETExplanation of Symbols for the Sketch Map of Stocznia KomunyPariskej, Gdynia

1. The guard
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3. Main stores. Here are found, among other things, propeller axles, bearings, leather, packings, cylinder linings, pumps, and other motor parts.
4. Plate shop
5. Automobile repair shop
6. Galvanizing shop for plate and nuts
7. Industrial guard office. Here passes must be shown. At intervals, but most often on Saturdays, the workers are bodily searched before they are permitted to leave the yard area.
8. Machine shop for production of bearings, axles, pistons, etc.
9. Premises of the council of the enterprise
10. Compressor room, where air is compressed for various divisions.
11. Acetylene storage
12. Heavy plate shop for repair purposes (Kadler Bownia Remontowa)
13. Carpenter shop. Here chairs, tables, and fixtures are made.
14. Fire station. The fire brigade consists of 30 men, and has four fire trucks at its disposal.
15. Infirmary.
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18. Stores of equipment for naval vessels, especially minesweepers. Here are found engines, guns, depth charge guns, and other things.
19. Machine shop for assembling and disassembling motors.
20. High voltage transformer station.
21. Storehouse for leather, plywood, and insulation material.

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22. Vocational school for training of motor assemblers, mechanics, and welders.
23. The management
24. Heavy plate shop for new ships
25. Pipe shop
26. Foundry
27. Paint storage
28. The yard's own electric power plant. Coke is used as fuel.
29. Steel storage. Plate, beams, and frame members.
30. Industrial guards
31. Floating crane, capacity 100 tons.
32. Launching ways. The yard has only one of these, but it can be extended. Launchings always take place sideways.
- 33-35. Cranes. Capacity 6 tons (the cranes are from the German occupation).
36. WOP [Wojsko Ochrony Pogranicza, Frontier Defense Forces] station, on a sandbank in the sea outside the shipyard.
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44. Floating dock. Used for submarines only.
45. Floating dock, for freighters of about 4,000 tons, destroyers, etc. Motor torpedoboats are always taken into the dock several at a time and placed side by side crosswise of the dock.
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